

ILLINOIS COMMERCE COMMISSION

DOCKET NO. 14-0514

REBUTTAL TESTIMONY

OF

MATTHEW KOCH

Submitted On Behalf Of

AMEREN TRANSMISSION COMPANY OF ILLINOIS

March 5, 2015

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7 **I. INTRODUCTION**

8 **Q. Please state your name, present employment, and business address.**

9 A. My name is Matthew Koch. I am a project manager and environmental consultant with
10 HDR Engineering, Inc. (HDR). My business address is 30 North LaSalle Street, Suite 3220,
11 Chicago, Illinois 60602.

12 **Q. Are you the same Matthew Koch who sponsored direct testimony in this**
13 **proceeding?**

14 A. Yes, I am.

15 **II. PURPOSE AND SCOPE**

16 **Q. What is the purpose of your testimony?**

17 A. The purpose of my testimony is to respond to the direct testimony of Staff and
18 intervenors regarding routing and environmental considerations for the Spoon River Project (the
19 Project). Specifically, I am responding to the following witnesses' objections and concerns
20 regarding the Project's potential impacts to their property and farming operations: William
21 McMurtry, Janet and Matthew Shipley, Randall Moon, Gerald Moon, Steven Ramp, Charles

Zelnio, and Kellie Tomlinson (collectively referred to as the Intervenors). I also respond to the route modifications proposed by Staff and Intervenors for the Project. My failure to address any witness's testimony or position should not be construed as an endorsement of the same. ATXI witnesses Mr. Roger Nelson and Mr. Adam Molitor are also submitting rebuttal testimony addressing both general and property-specific concerns raised by these witnesses.

Q. Are you sponsoring any exhibits in support of your rebuttal testimony?

A. Yes. I am sponsoring the following exhibits:

- ATXI Exhibit 16.1 – Map depicting ATXI's Proposed Routes and modifications proposed by other parties;
- ATXI Exhibit 16.2 – Map depicting ATXI's Proposed Routes and Staff witness Mr. Rockrohr's Attachment C route modification;
- ATXI Exhibit 16.3 – Map depicting ATXI's Route A and Mr. Charles Zelnio's proposed route modification; and
- ATXI Exhibit 16.4 – Map depicting ATXI's Proposed Routes and Mr. Steven Ramp's proposed route modifications.

III. STAFF AND INTERVENOR PROPOSED ROUTE MODIFICATIONS

Q. Does Mr. Rockrohr have any concerns about the routing of the proposed Transmission Line?

A. No. Mr. Rockrohr concludes that if ATXI demonstrates that its proposed line is needed, then Route A (with two minor modifications which I will discuss below), appears to be the least-cost available route. Moreover, he stated he is unaware of a shorter, more direct route that would have a lesser impact on landowners than Route A with his proposed modifications. He explained that while both Routes A and B have equal number of residences within 150-300 feet of the proposed centerline, Route A is superior because it crosses fewer parcels, involves fewer

landowners, requires fewer acres of easement area, costs less to construct, and parallels Interstate 74 (an existing road corridor that extends northwest from Peoria), for a greater distance. (ICC Staff Ex. 1.0, pp. 3, 10, 13.)

Q. Does Staff or any Intervenor propose a new end-to-end route for the Project that will connect the Sandburg and Fargo Substations?

A. No. The routing proposals made in Intervenors' and Staff's direct testimonies are better described as modifications to portions of either ATXI's proposed Route A or Route B.

Q. Have you prepared a figure showing the route modifications proposed by Staff and Intervenors in their direct testimony?

A. Yes. ATXI Exhibit 16.1 is a map of the Project depicting: (i) ATXI's Preferred Route, Alternate Route, and Route Connector; and (ii) all route modifications proposed by other parties.

A. Response to Staff Witness Mr. Rockrohr's Proposed Route Modifications

Q. What are Mr. Rockrohr's suggestions regarding the route of the proposed transmission line?

A. Mr. Rockrohr recommends two modifications to the portion of ATXI's proposed Route A located in Knox County, Illinois. The modifications are illustrated in Attachments B and C to his direct testimony. He believes these modifications will reduce the impact of the transmission line on several individual landowners, and that Route A, as modified, will be the least-cost route available for the transmission line. One of his proposals, depicted on Attachment B to his testimony, is limited to the property of a single intervening landowner, Mr. Charles Zelnio. The other, depicted on Attachment C to his testimony, moves the transmission line closer to a

67 railroad track running along the southern property lines of several parcels that ATXI's Route A
68 crosses.

69 **Q. Have any of the landowners along Mr. Rockrohr's route modifications expressed a**
70 **routing preference in testimony?**

71 A. Yes. Mr. Zelnio also proposed a modification to the line on his property, which is
72 substantially similar to Mr. Rockrohr's Attachment B route modification (Figure 2; ATXI
73 Exhibit 16.1). As ATXI Witness Mr. Klein discusses, ATXI would not object to constructing
74 Route A with Mr. Zelnio's modification across his property.

75 **Q. Have you reviewed the modification to ATXI's Route A depicted on Mr. Rockrohr's**
76 **Attachment C from an environmental and land use perspective?**

77 A. I have. Figure 1, below, shows Mr. Rockrohr's Attachment C recommended route
78 modification and ATXI's Routes A and B (which are common in this area). ATXI Exhibit 16.2
79 reproduces Figure 1 in more detail.

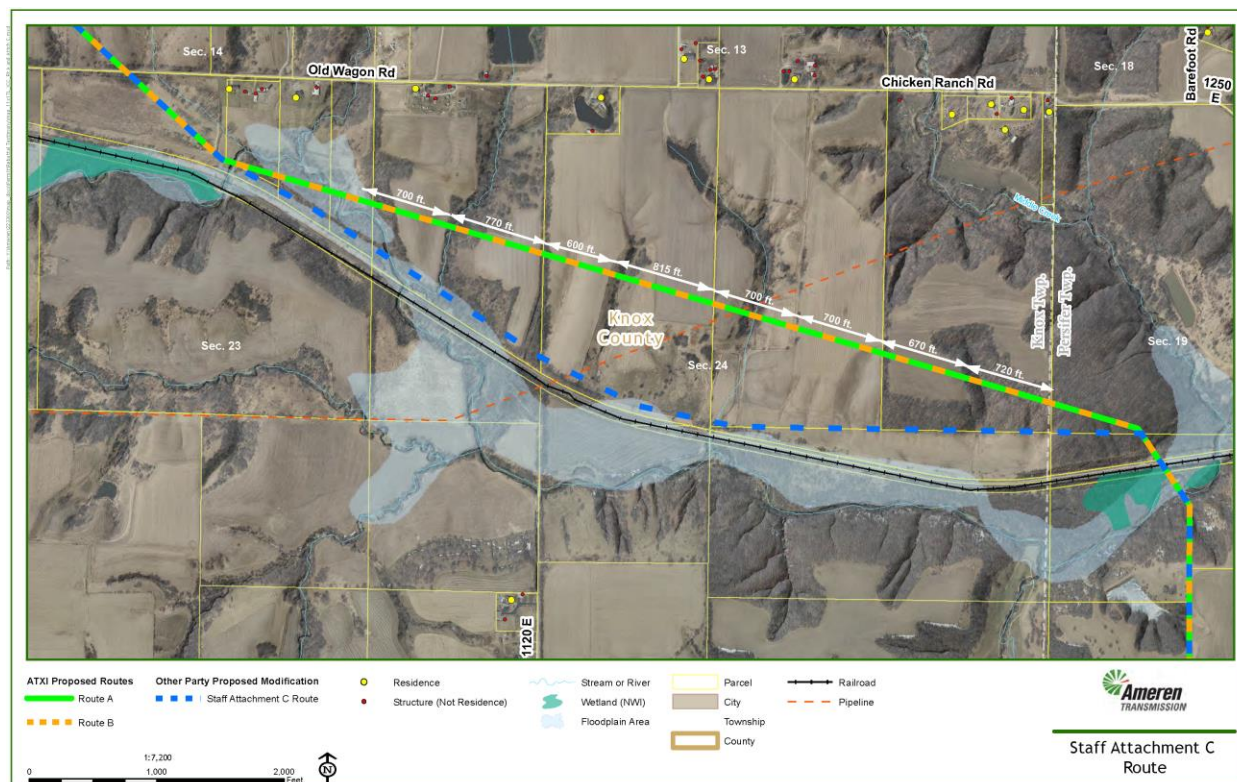


Figure 1

Based on my comparison of Route A as proposed by ATXI to Route A as modified according to Mr. Rockrohr's Attachment C, the potential impact to Sensitivities is similar. For example, the number of residences within 500 feet is the same for both routes, and the same number of landowners would be impacted on both routes. Mr. Rockrohr's Attachment C route would require one more acre of right-of-way, as compared to ATXI's Route A, and would cross one more parcel. However, Mr. Rockrohr's Attachment C route crosses more of a low lying floodplain area.

Q. How do you respond to Mr. Rockrohr's concern that ATXI's Route A as proposed would "cut across tilled fields?"

A. Although ATXI's Route A intersects cultivated agricultural fields in the area of Mr.

Rockrohr's Attachment C route, ATXI believes that transmission line structure placement within cultivated fields can be greatly minimized or even entirely avoided in this area. Many property lines, field lines, and forested areas are available between the cultivated fields, and transmission line structures could be placed in these areas between the fields, rather than in the middle of cultivated fields. Mr. Molitor discusses placement of transmission structures in his testimony.

B. Response to Mr. Charles Zelnio's Proposed Route Modification

Q. Have you prepared a figure showing Mr. Zelnio's proposed route modification?

A. Yes. Figure 2 below shows Mr. Zelnio's proposed modification and ATXI's Route A.

ATXI Exhibit 16.3 reproduces Figure 2 in more detail.



Figure 2

103 Q. Have you reviewed Mr. Zelnio's proposed modification from an environmental and
104 land use perspective?

105 A. Yes.

106 Q. Are there any key environmental or land use distinctions between Route A as ATXI
107 proposed and Route A with Mr. Zelnio's proposed modification?

108 A. Based on my evaluation Route A and Mr. Zelnio's proposed modification have a similar
109 potential for environmental impact. Mr. Zelnio's proposed modification would increase the
110 distance between the Project and his residence. Mr. Zelnio's proposed modification would cross
111 more wetlands, but the wetlands are emergent wetlands and can be spanned, so no impacts would
112 be anticipated.

113 Q. Would Mr. Zelnio's proposed modification require any additional permits or
114 approvals to construct that ATXI's Route A would not?

115 A. Based on my evaluation of available data, I do not believe Mr. Zelnio's proposed
116 modification would require any additional permits or approvals. National Wetlands Inventory
117 data indicates that the wetlands Mr. Zelnio's modification crosses are emergent wetlands that can
118 be spanned, rather than forested wetlands that would be disturbed regardless of whether they
119 were spanned, so no permit is anticipated to be necessary for this wetland crossing specifically.

120 C. Response to Mr. Steven Ramp's Proposed Route Modifications

121 Q. Have you prepared a figure showing Mr. Ramp's proposed route modification?

122 A. Yes. Figure 3, below, shows Mr. Ramp's proposed route modifications to ATXI's Route
123 A and Route B. ATXI Exhibit 16.4 reproduces Figure 3 in more detail.



Figure 3

Q. Have you reviewed Mr. Ramp's recommended modification to ATXI's Proposed Routes from an environmental and land use perspective?

A. I have. Table 1 below summarizes my observations and findings comparing ATXI's Proposed Routes with and without Mr. Ramp's modification. The numbers below were calculated using an end-to-end comparison.

	Route A		Route B	
	ATXI	Ramp (Alt 1)	ATXI	Ramp (Alt 1)
Estimated Length in Miles	39.3	40.1	44.9	45.8
Parcels within ROW (count)	194	207	242	256
Landowners within ROW (count)	145	153	164	172
Easement Required (acreage)	571	620	795	828

Residences within 0-75 feet of centerline	0	0	0	0
Residences within 75-150 feet of centerline	0	0	0	0
Residences within 150-300 feet of centerline	7	6	7	3
Residences within 300-500 feet of centerline	17	15	15	13
Residences within 500-1000 feet of centerline	75	75	38	40

Q. Are there any key distinctions between Route A as proposed and Route A with Mr. Ramp's proposed modifications from a routing perspective?

A. The key routing distinctions between Route A and Mr. Ramp's proposed modification are that Mr. Ramp's proposed modification: i) is almost a mile longer; ii) deviates from a major road corridor (Interstate 74); iii) impacts more landowners; and iv) crosses more parcels. Also, some of the landowners impacted by Mr. Ramp's modification are not impacted by ATXI's Proposed Routes. Mr. Ramp's modification would cross 17 fewer acres of cropland than ATXI's Route A, but cross 8 more acres of grassland and 15 more acres of forested land. Since all forest within the right-of-way must be cleared, the additional acres of forested land impacted by Mr. Ramp's modification are significant. Mr. Ramp's proposed modification to Route A would also require crossing 10 more streams, which may require more erosion control measures during construction. In addition, Mr. Ramp's modifications raise design and engineering concerns as discussed in Mr. Molitor's rebuttal testimony.

Q. Are there any key distinctions between Route B as ATXI proposed it, and Route B with Mr. Ramp's proposed modifications from a routing perspective?

A. The key distinctions between Route B as ATXI proposed it and Route B with Mr. Ramp's proposed modification are that Mr. Ramp's modification: i) is almost a mile longer; ii)

deviates from Interstate 74; iii) has four fewer residences within 150 to 300 feet of the centerline and two fewer residences within 300 to 500 feet, but two more residences within 500 to 1,000 feet; iv) requires 33 more acres of right-of-way; v) crosses 30 more acres of cropland; vi) crosses 24 more acres of forest; vii) impacts 8 more landowners; viii) crosses 14 more parcels; and ix) would require nine more stream crossings than ATXI's Route B.

IV. RESPONSE TO STAFF WITNESS MR. ROCKROHR

Q. Mr. Rockrohr notes that at the time of your direct testimony, ATXI did not know whether any federally listed species known to exist in Peoria and Knox Counties, Illinois occur within close proximity to its Proposed Routes. Is ATXI able to determine this at this time?

A. To further clarify what I stated in my direct testimony, HDR obtained information from both the Illinois Department of Natural Resources Natural Heritage Inventory database and the U.S. Fish and Wildlife Service (USFWS) regarding state and federally listed species. The data from the Natural Heritage Inventory is GIS data indicating the specific locations of known occurrences of both federally and state listed species. As I stated in my testimony, that data indicates no known occurrences of federally listed species within one-half mile of ATXI's Proposed Routes. The data from USFWS is a county-by-county list that indicates what, if any, federally listed species are known to occur in each Illinois County. As shown in ATXI Exhibit 8.3, there are federally listed species known to occur in Peoria and Knox Counties; however, the USFWS information doesn't provide specific locations of known occurrences within the counties. Surveys would be required on private property to gain such information. ATXI will

continue to coordinate with the Department of Natural Resources and the USFWS and conduct necessary surveys after the Commission has approved a route.

Q. Mr. Rockrohr states that ATXI learned that Route A crosses one site listed in the National Register of Historic Places (NRHP), but the site is on agricultural land adjacent to an interstate highway, and that you do not believe the presence of the site, which has already been disturbed, would prevent construction of the transmission line. Is this accurate?

A. No, Route A does not cross any sites listed on the NRHP. During discovery, I discovered that the table on page 21 of my direct testimony contained a typographical error regarding the number of archaeological sites crossed by the right-of-way of Route A. The right-of-way of Route A crosses one archaeological site, as shown on page 31 of the routing study. For clarity, below is a corrected table that summarizes the occurrence of known archaeological and historic sites within proximity to ATXI's Proposed Routes.

Route	Number of Known Archaeological Sites Crossed by the Right-of-Way	Number of NRHP Sites within 1.5 Miles of the Route Centerline
Route A	1	0
Route B	0	1

The archaeological site Route A crosses is located along the north side of Interstate 74 in Section 1 of Haw Creek Township. The site has not been evaluated for listing on the National Register of Historic Places. The site was surveyed in 1964, and its current condition is unknown, although it is expected that some level of damage has occurred during the construction of Interstate 74 and as a result of current farming practices on the land.

Q. Are there any NRHP sites near the routes?

A. There are no NRHP sites within 1.5 miles of Route A. There is one NRHP site within 1.5 miles of Route B, but the site is not crossed by Route B.

V. GENERAL INTERVENOR CONCERNS

A. Abandoned Mines and Shale Deposits

Q. Certain Intervenor allege that there are abandoned mines or shale deposits on their property. Please describe the Intervenor's concerns regarding mining and shale deposits.

A. Mr. William McMurtry and Ms. Kellie Tomlinson allege that mining operations once took place on their properties. Mr. McMurtry states his belief that a portion of his property has subsided due to an "undocumented mine," and Ms. Tomlinson states that she maintains "mine insurance" on her property, which is intended to compensate in the event of subsidence.

Q. What steps did ATXI undertake to locate underground mines in the Project area?

A. Underground mines are common in the Project area. ATXI reviewed information regarding underground mines, including abandoned mines, from the Illinois Department of Natural Resources (DNR) – Office of Mines and Minerals (OMM) and the Illinois State Geological Survey (ISGS). The information included county coal maps and the Coal Mines in Illinois Viewer. In addition, in July 2014, HDR contacted Mr. Robert Gibson, a DNR-OMM employee in the Abandoned Mine Land Reclamation Division, to request detailed mine maps for several coal mines that were depicted on the county coal maps and online map viewer in the vicinity of routes being considered for the Project. The detailed mine maps supplied by DNR-OMM were used to help better define the extent of the known historical underground mines.

208 However, detailed maps are not available for all of the coal mines that DNR-OMM has on
209 record.

210 **Q. Do the databases confirm the Intervenor's claims about mines on their properties?**

211 A. No. None of the information that HDR reviewed indicated a mine on either the
212 McMurtry or the Tomlinson property.

213 **Q. What do you conclude about Mr. McMurtry and Ms. Tomlinson's claims that there**
214 **are abandoned mines on their properties?**

215 A. Neither Ms. Tomlinson nor Mr. McMurtry provided information indicating with certainty
216 that mining occurred on their property at any time, or where precisely within the property any
217 mining might have occurred, or when. Mr. McMurtry provided in discovery a document
218 purportedly prepared by an employee of the DNR-OMM, but there is no letterhead or signature
219 on the document provided, and the document provided may be a page excerpted from a larger
220 document, which was not provided. Nevertheless, as discussed in the rebuttal testimony of Mr.
221 Molitor, ATXI can design the line to mitigate any risk from an undocumented mine, and Ameren
222 has designed transmission lines near former mines in the past.

223 **B. Sesquicentennial Farms**

224 **Q. Messrs. Gerald and Randall Moon state that their farms have been designated**
225 **Sesquicentennial Farms by the Illinois Department of Agriculture. Mr. Steve Ramp states**
226 **that Wild Rose and Block Farms will become Sesquicentennial Farms in 2017. What is a**
227 **Sesquicentennial Farm?**

A. A Sesquicentennial Farm is a farm that has been owned by the same family for 150 years or more. Once a farm is designated Sesquicentennial, it receives a sign for display.

Q. Will the transmission line impact the Intervenor's Sesquicentennial Farm status?

A. I do not believe the transmission line will impact the Sesquicentennial Farm status of the Moon Family Farm, or the possibility that the Wild Rose and Block Farms will be able to obtain Sesquicentennial status in 2017. The transmission line will not alter the families' ownership interest in their respective farms. For example, Mr. Randall Moon acknowledges that I-74 currently runs diagonally through the Moon Family Farm, as does an easement for a 69 kV electric line, with no impact on its Sesquicentennial Farm status.

VI. INTERVENORS' PROPERTY-SPECIFIC CONCERNS

A. Response to Mr. William McMurtry

Q. What is Mr. McMurtry's position regarding the Project?

A. Mr. McMurtry believes ATXI's Route B is superior to Route A. In support of his position, Mr. McMurtry's testimony highlights comparisons between the routes on a variety of factors discussed in ATXI's routing study.

Q. Mr. McMurtry implies in his direct testimony that ATXI will cut down all the high density non-vegetative obstructions between Interstate 74 and the Transmission Line support poles, and he believes this could raise traffic safety concerns. How do you respond?

A. I believe Mr. McMurtry is confused about what would occur within the right-of-way during construction of the Project. I also believe that he is misinterpreting my response to one of

his data requests as it relates to the amount of “non-vegetative (developed)” land along Route A. I indicated in response to his data request that the “non-vegetative” land cover class includes high density, low/medium density, and urban open space. The density refers to the amount of development within those areas, not the density of objects. The land near Interstate 74 is categorized as “non-vegetative (developed)” land. However, ATXI will not be removing any “high density non-vegetative” objects in the interstate right-of-way. ATXI will not remove or disturb anything within the interstate right-of-way without approval from the Illinois Department of Transportation.

Q. Mr. McMurtry calculates that Route A has 54 percent more forested and non-vegetative land cover classes than Route B. Is there more information that should be considered?

A. Yes. Mr. McMurtry has simply highlighted information contained in the routing study to support his preference for Route B, rather than presenting a comprehensive analysis. What Mr. McMurtry’s math ignores is that the non-vegetative (developed) land within the right-of-way of Route A is primarily associated with Interstate 74. The potential impacts to non-vegetative (developed) land from a transmission line will be dependent on the type of developed land encountered. In the instance of the Interstate 74 land, which can be overlapped by the Project right-of-way, there would be little to no impact since the transmission line structures would not be placed in interstate right-of-way and are therefore unlikely to interfere with future interstate development. If the land was residential, commercial, or industrial developed land, a transmission line would have a greater potential to impact existing and future development.

Q. Mr. McMurtry states that his property is enrolled in a program under the Illinois Forestry Development Act, and should therefore be considered a “sensitive crop” in ATXI’s Agricultural Summary. Do you agree?

A. In discovery, Mr. McMurtry provided a forest development plan, and indicated that he actively manages the forest stand, and has sold timber in the past. Based on this information, I would agree that it would be considered a “sensitive crop” for the purposes of the routing study. Mr. Roger Nelson addresses in his rebuttal testimony how ATXI will coordinate with and compensate Mr. McMurtry should the Commission approve Route A and the forested land on his property is impacted.

B. Response to Janet & Matthew Shipley

Q. The Shipleys state that the Project should follow existing rights-of-way wherever possible so that new property owners will not be affected. Has ATXI attempted to use existing rights-of-way?

A. Yes. As explained in my direct testimony and in the Routing Study, ATXI considered existing rights-of-way to be Opportunities where co-location of the transmission lines might reduce impacts to Sensitivities. In fact, both of ATXI’s proposed routes for the Project follow existing rights-of-way, including Interstate 74. Route A follows roads for 24.9 miles (63% of its length) and Route B follows roads for 11.0 miles (24% of its length). In the areas that the routes parallel Interstate 74 (the majority of Route A), the Project right-of-way would overlap with the interstate right-of-way. This overlap reduces the new easement area that is necessary to construct the Project. If the Shipleys are specifically stating that the Project should only use

291 existing rights-of-way and not affect any new property landowners at all, no such feasible right-
292 of-way exists within the Project Area.

293 **Q. Is the Shipley's residence within the right-of-way of either Route A or B?**

294 A. No.

295 **Q. How far away is Route A from their residence?**

296 A. The centerline of Route A is over 480 feet from their residence.

297 **Q. How far away is Route B from their residence?**

298 A. The centerline of Route B is over 210 feet from their residence.

299 **C. Response to Mr. Randall Moon**

300 **Q. What is Mr. Randall Moon's position regarding the Project?**

301 A. Mr. Randall Moon believes that if the Commission determines the Project is needed,
302 ATXI's Route B is superior to Route A. Mr. Randall Moon has not proposed any modifications
303 to either of ATXI's proposed routes.

304 **Q. Why does Mr. Randall Moon believe ATXI's Route B is superior to Route A?**

305 A. Mr. Randall Moon argues that fewer homes are located within 1000 feet of Route B than
306 Route A; that the visual impact of Route B will be less than Route A; that Route B requires
307 fewer angle structures than Route A; that Route B crosses fewer steep slopes and pipelines; and
308 that Route B impacts fewer churches, parks, communication towers, mines, gas and oil wells,
309 water wells, and resource lands. Mr. Randall Moon also notes that Route A requires removal of
310 vegetation and timber near the Kickapoo and French Creek watershed areas.

Q. How do you respond?

A. Identification of a feature within a distance indicated in the routing study means that there is a potential for impact or that the routing team should take a closer look at that Sensitivity. Identification of a feature in the routing study does not necessarily mean that the Sensitivity will be impacted. For example, one of the churches within ¼ mile of Route A is located approximately 500 feet away from the route and on the other side of the interstate. Mr. Randall Moon identified the Sensitivities that Route A would have a greater impact on than Route B, but there are others that Route A would have a lower potential to impact. Specifically, Route A requires the least right-of-way; requires the fewest crossings of existing infrastructure; crosses the fewest landowners and parcels; impacts the least agricultural land, including designated prime farmland; impacts the least wetlands; and crosses the fewest streams. In addition, Route A is the shorter and least cost route, and parallels more existing right-of-way and Opportunities.

Q. Mr. Randall Moon presents an analysis of certain costs he believes are associated with avoidance of homes along Route A. Can you summarize this analysis?

A. Mr. Randall Moon states that ATXI has proposed to spend approximately \$600,000 to avoid three homes along Route A, and uses this as a basis to calculate that \$200,000 is a reasonable cost to avoid a home. Since ATXI's Route B is within 1000 feet of 39 fewer homes than ATXI's Route A, Mr. Moon calculates that the monetary value of avoiding those 39 homes is \$7.8 million. The cost to construct ATXI's Route B is approximately \$5.8 million more than Route A. Comparing the \$7.8 million "benefit" of avoided homes to the \$5.8 million additional cost to construct Route B, Mr. Moon believes that a cost-benefit analysis favors Route B.

332 **Q. Do you believe that Mr. Randall Moon's analysis of the cost to avoid homes is a**
333 **proper analysis of the impacts of the route of the transmission line?**

334 A. No. Although impact on homes is an important feature of a routing analysis, a truly
335 comprehensive routing analysis must consider many factors in addition to the impact of the route
336 on homes, such as environmental impacts and feasibility of construction. Mr. Randall Moon's
337 analysis of the cost associated with avoiding homes ignores these other important factors.

338 **D. Response to Mr. Gerald Moon**

339 **Q. What is Mr. Gerald Moon's position regarding the Project?**

340 A. Mr. Gerald Moon believes that ATXI's Route B is superior to Route A because Route B
341 results in less environmental damage, less visual impact, and less impact on Mr. Moon's
342 property. In addition, Mr. Moon points out that Route B is within 1000 feet of 39 fewer
343 residences than Route A, and Route B parallels existing transmission lines. Mr. Moon believes
344 that Route A results in higher impacts on farms, is not accepted by the community, and will cost
345 more to construct and maintain per mile than Route B.

346 **Q. How do you respond?**

347 A. First, I am unsure on what basis Mr. Moon is determining that Route B will have less
348 environmental damage. His response in discovery (ATXI-GM 1.06) indicates that he made this
349 determination from "direct visual observations, in a light airplane over ATXI Routes A and B,
350 and his observation of wooded areas in the Kickapoo Creek and French Creek drainage areas."
351 He has not provided any specific environmental features or resources he believes will be more
352 greatly impacted by Route A than Route B. I am also unsure on what basis he has determined

that Route A would have higher impacts on farms. In fact, Route A impacts fewer landowners and would cross fewer acres of agricultural lands, including designated prime farmland. Lastly, Mr. Moon is ignoring the benefits of Route A. As I previously mentioned, Route A requires the least right-of-way; requires the fewest crossings of existing infrastructure; crosses the fewest landowners and parcels; impacts the least agricultural land, including designated prime farmland; impacts the least wetlands; and crosses the fewest streams. In addition, Route A is the shorter and least cost route, and parallels more existing right-of-way and Opportunities.

E. Response to Mr. Steven Ramp

Q. What is Mr. Ramp's position regarding the Project?

A. Mr. Ramp believes that ATXI's Route B is superior to Route A. Mr. Ramp also proposed a modification to ATXI's Route B that he states will avoid homes while following property boundaries and minimizing the impact of the Project on farmland.

Q. Why does Mr. Ramp believe ATXI's Route B is superior to Route A?

A. Mr. Ramp states that ATXI's Route A impacts more tillable farm ground than Route B, and notes that Route B is shorter than Route A and further from residences where Routes A and B diverge and merge in Knox County, Illinois. Mr. Ramp provides an analysis of the cost of avoiding residences that mirrors the analysis presented by Mr. Randall Moon and discussed above.

Q. How do you respond?

A. I would agree that Route B is shorter than Route A in the specific area in Knox County, Illinois that Mr. Ramp indicates; however, I disagree that it is further from residences. I believe

374 Mr. Ramp misstated this in his direct testimony as he later states in his direct testimony that "It
375 would seem that a simple jog to the south and then back to the north to avoid the homes would
376 be appropriate" in regards to Route B. I disagree that it would be simple to jog to the south and
377 then back to the north to avoid the residences. The jog that he proposes would require additional
378 angle structures and two crossings of Interstate 74 in less than one-half mile. Mr. Molitor further
379 discusses the engineering and construction impacts associated with such crossings. Secondly,
380 the "jog" that he proposes would negate one of the benefits of Route B that he indicates, that
381 being that it is shorter than Route A in this area. In regards to his analysis about the cost of
382 avoiding residences, my response is the same as my response to Mr. Moon's analysis.

383 **Q. Mr. Ramp claims Route A parallels a pipeline for a greater distance than Route B.**
384 **Is this accurate?**

385 A. No, this is not accurate. Route A parallels a pipeline on the south side of Interstate 74 for
386 approximately 0.8 miles, while Route B parallels the same pipeline for approximately 1.4 miles.
387 Mr. Ramp's proposed modifications to Routes A and B (Route A, Alt 1 and Route B, Alt 1),
388 parallel the same pipeline for approximately 3.3 miles.

389 **Q. Doesn't ATXI consider paralleling pipelines an "opportunity?"**

390 A. Yes, however, that does not mean pipeline routes are automatically the best choice, for
391 the reasons discussed in the rebuttal testimonies of Mr. Klein and Mr. Molitor. Pipelines were
392 included as an Opportunity because they are an existing corridor. Siting a transmission line
393 along a pipeline may reduce impacts to Sensitivities, particularly in forested areas where the
394 clearing of forest for a transmission line can be performed adjacent to the existing cleared area
395 for a pipeline. Combining the clearing in one location may avoid additional fragmentation of the

forested area. Evaluation of an Opportunity during the routing process includes not only analysis of potential impacts to Sensitivities along each Opportunity, but also evaluation of the engineering and cost considerations of following each Opportunity. Mr. Klein discusses the engineering and cost considerations associated with paralleling a pipeline in his rebuttal testimony.

F. Response to Mr. Charles Zelnio

Q. What is Mr. Zelnio's position regarding the Project?

A. Mr. Zelnio believes that Route B is superior to Route A, and opposes adoption of Route A. However, if Route A is approved, Mr. Zelnio has proposed a modification that he states will reduce Route A's impact on his property.

Q. Why does Mr. Zelnio oppose adoption of Route A?

A. Mr. Zelnio states that Route A will bisect his property, diminishing hunting opportunities and resulting in negative impacts on Mr. Zelnio's farm tenant. Mr. Nelson addresses these concerns in his rebuttal testimony. Mr. Zelnio also states that Route A will disrupt wildlife nesting areas within a Conservation Reserve Program on his property, and will result in negative visual impacts. I will address these concerns.

Q. Will ATXI's Route A disrupt wildlife nesting areas within a Conservation Reserve Program area on Mr. Zelnio's property?

A. Mr. Zelnio indicated in discovery that he is concerned about disruption of birds, deer, field mice, frogs, snakes, and raccoons during nesting. These are common species, and transmission lines are routinely constructed in habitats that support these species. In addition,

they are mobile animals that can move to other areas if they are disturbed during construction. Impacts to migratory birds are regulated under the Migratory Bird Treaty Act. ATXI will continue to coordinate with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service regarding protected species and will conduct any necessary surveys prior to construction. If there are nesting birds present, impacts are typically avoided by constructing outside of the nesting season.

Q. Is it true the transmission line will be within 300 feet of Mr. Zelnio's residence as he contends?

A. No. At its closest point, the centerline of Route A is located approximately 425 feet from his residence.

G. Response to Ms. Kellie Tomlinson

Q. What is Ms. Kellie Tomlinson's position regarding the Project?

A. Ms. Tomlinson believes that Route B is superior to Route A. She states this is because Route B has fewer residences within 1,000 feet of the centerline; it would destroy less forest and vegetation; and unknowns along Route A including slopes, washout, mines, and endangered species could ultimately make Route A more costly than Route B.

Q. Do these factors alone render Route B superior to Route A?

A. No. Although there are two more residences within 300 to 500 feet and 37 more within 500 to 1000 feet of Route A than Route B, there are the same number of homes in closer proximity (less than 300 feet) to Routes A and B. Also, although impact on residences and forest are important features of a routing analysis, a truly comprehensive routing analysis must consider

many factors in addition to the impact of the route on homes, such as other environmental impacts, use of existing opportunities, and feasibility of construction. As I've previously explained, Route A requires the least acres of right-of-way; requires the fewest crossings of existing infrastructure; crosses the fewest landowners and parcels; impacts the least agricultural land, including designated prime farmland; impacts the least wetlands; and crosses the fewest streams. In addition, Route A is the shorter and least cost route, and parallels more existing right-of-way and Opportunities. Also, Ms. Tomlinson provides no evidence of concerns about threatened or endangered species along Route A being greater than along Route B.

Q. Ms. Tomlinson suggests that clearing for the Transmission Line will increase noise impacts. Is ATXI required to address noise impacts?

A. No. Moreover, these types of concerns are ones that ATXI would try and work with the landowner to resolve during the line design phase.

Q. Will the disruption of wooded areas near Ms. Tomlinson's property result in proliferation of invasive species and disease such as oak wilt and elm disease?

A. The effect of clearing wooded areas would be no different near Ms. Tomlinson's property than near any transmission line route that requires tree clearing. It is my understanding that ATXI's vegetation management practices are designed to mitigate the potential for the spread of oak wilt and dutch elm disease during vegetation clearing.

456 **Q. Ms. Tomlinson states that endangered and threatened species of bats live near her**
457 **property, and that wolves and eagles may be in the vicinity. How do you respond?**

458 A. As I have previously mentioned, HDR reviewed information from the Illinois Department
459 of Natural Resources and the U.S. Fish and Wildlife Service regarding endangered and
460 threatened species. According to the data from the Department of Natural Resources, there are
461 no records of known occurrences of listed species near her property. U.S. Fish and Wildlife
462 Service information indicates that there are known occurrences of protected bats and eagles in
463 Peoria County, Illinois, but does not provide evidence of those species being in vicinity of her
464 property. As I've also previously stated, ATXI will continue to coordinate with both agencies
465 regarding protected species, will conduct any necessary surveys prior to construction, and will
466 obtain any necessary permits or approvals prior to construction.

467 **VII. CONCLUSION**

468 **Q. Does this conclude your rebuttal testimony?**

469 A. Yes, it does.